to be gravelled. The Member next referred to the Kayankulam—Ayirantengu water communication which was shallow in most places, and to the diversion of the Kayankulam Commercial canal to meet the backwater. In regard to the latter, he said that the present route was dangerous, as it had to pass across the bar, besides being circuitous, and that the diversion would be of great help for boat traffic between Kayankulam and Alleppey.

Dewan's reply.—All these matters are being attended to. I shall see what can be done.

68. Connecting Haripad with Alleppey by a good metalled road.

Mr. P. Sankara Aiyar B. A., B. L. (Member, Municipal Council, Alleppey) first thanked the Government for the broad and statesmanlike outlook they had taken in respect of the importance of communications. He then submitted that the Haripad-Alleppey road formed part of the Quilon-Alleppey road, that on account of its urgency and importance the latter was placed first in the programme of works to be carried out in the Quilon Division, but that, though seven years had elapsed, it was a matter for regret that, owing to the failure to pursue a systematic policy, the work was still incomplete. Out of the seven sections comprising the Quilon-Alleppey road, only two had already been completed and were in good order, works in two were in progress and the remaining three were awaiting funds for execution. The Member prayed that, even if Government could not simultaneously take up all the remaining sections referred to above, at least the Haripad-Ambalapuzha section might be taken up at once and the necessary funds allotted therefor. If this were completed, Alleppey would get a direct motor connection with the Main Central Road.

Dewan's reply.—The whole matter connected with the question of roads will be looked into, as I have already said, before the next budget is taken up.

69. Communications in the Kottayam Taluk.

Mr. K. K. Thomas B. A., B. L. (Member, Kottayam Taluk) observed with satisfaction that Government recognised that the taluks of Central and North Travancore were lagging behind in the matter of communications and that the paramount duty of the State was to promote agriculture and industry by every means in its Power. He represented that the roads and canals in certain parts of the Kottayam taluk were in a very pitiable condition and that measures should be adopted to improve them. He classified his subject under two heads *viz.*, (1) those calculated to benefit agriculture and (2) those directly connected with means of communications. Under the former head, he referred to the necessity for the widening of the Kanjikuzhi canal, constructed 30 years ago with a view to drain off the water that accumulated in the vast area of paddy fields on either side of it. The canal was 10 feet wide and was cut deep through a small ridge of hills, but as the bed of the paddy fields was lower than that of the Minachil river, the fields were submerged about 30 ft. under water during floods and cultivation was seriously affected. The canal should therefore be widened by 10 feet more so as to enable a larger volume of water being drained off by it. By this arrangement, navigation in *valloms* would also be facilitated and the produce could be sent out. The cost of widening the canal would be only Rs. 5,000.

(2) The Member next urged the construction of culverts on the Kodimatha *chira* on the Main Central road between the 92nd and 96th mile and also a bridge on the 94th mile. The Main Central road was at times submerged during floods for want of sufficient outlet for the water, the only existing outlet being the Kodimatha river to which runs a small canal from these fields with a small culvert. A number of culverts should be constructed to drain off the superfluous water that accumulated in the fields. The existing culvert over the canal should also be made into a bridge of 30 feet wide, and the canal broadened and deepened to afford facilities for boat traffic. That would enable the ryots to carry their produce and things required for their fields easier. If the Government found it impossible to carry out these works for want of funds, the people whom he represented would undertake to do the same, if permitted.

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Coming to communications, the Member submitted that the great waterways afforded facilities only to the places situated near them. The eastern portions of the taluk were at a disadvantage in this respect. The Member urged the improvement of the following roads:—

(i) The Puduseri-Pudupalli road. It connected the Kottayam-Kumili road at the 4th mile with the Pudupalli road at the 3rd mile and would open up a vast area of good cherical land, and could be repaired and made cartable at a small cost.

(ii) The Mannarkad-Kidangur road and its branch to Tiruvanchur. It served about 30 *karas*, but it was cartable only to some distance, as there were breaches in several places. A bund should be constructed at the 2nd mile and the road made cartable. Two bridges should also be constructed on the branch to Tiruvanchur.

(iii) The Kumarakam road. Although certain repairs had been done, the road had not been made sufficiently useable. It should be connected with the Vetchur road as it would shorten the distance to Vaikam. Journeys from Kottayam to Vaikam had now to be made *via* Ettumanur, the distance being 28 miles. The connection referred to would make it only 12 miles.

(iv) The Vennimala road which branched off at the Tenganal road and stopped at Vennimala. An extension of about 2 furlongs would join it with the Kottayam-Kumili road at the 8th mile and would prove a short cut to Peermade from Changanacherry saving about 10 miles. It would be of great help to the eastern pakuthies of Kottayam and the whole of Peermade, as it would furnish a convenient landing place for the produce of the places to be sent to Cochin and Alleppey.

(v) The Aimanam-Parippu road. It was still incomplete and unfit for traffic. A branch of that road should be constructed from Kodagampady to Kallumkalthara which was a rich and populous village. It would afford considerable facilities for traffic with Kottayam. The Parippu road also required certain repairs.

Lastly, the Member referred to the necessity for constructing a bridge at the Illikal crossing and repairing the Nagampadam bridge which was in a dangerous condition.

Dewan's reply.—In regard to the construction of culverts on the Kodimatha *chira*, I am going to Kottayam soon and shall impect the place. As for the improvement of Mannarkad-Kidangur road, I may say that there is no allotment for it in the budget. Only an estimate for Rs. 12,000 has been sanctioned. The Chief Engineer says that he will revise the estimate. For the Illikkal bridge an estimate has, I understand, been prepared. The repairs to Aimanam-Parippu road will take some time to consolidate. The question of extending it to Kallumkalthara will be investigated. With reference to the representation about repairs to Nagampadam bridge, I shall inspect it when I come to Kottayam and then see what could be done.

76. Desirability of constructing a canal from the western end of the Wadai canal at Alleppey to Kunjithai and connecting the several bars, as also gravelling the road from Alleppey to Shertallay.

Mr. Vinamsy Thomas (Member, Shertallay Taluk) thanked the Government for ordering the construction of the Shertallay Alleppey canal, but observed that the thickly populated portion of the taluk lay about a mile and a half from the line of the canal, that the people living on the eastern side could utilise the lake for the transport of their copra and coir which formed their chief articles of export, while those living on the western side had no such facilities, and that it was therefore very necessary that a canal should be constructed from the western end of the Wadai canal to Kunjithai connecting the several bars. The cost would not be much as, on account of the bars, only a fourth of the length had actually to be cut and the work could be taken in hand along with the main canal. He also urged the opening of three cross canals, one connecting Ariyad and Kattoor chowkey, another Mukammal and

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